

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4623

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THURSDAY, AUGUST 18, 1904.

四月

號八月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office - YOKOHAMA.

Branches and Agencies.
TOKIO, KOBE, LONDON, NEW YORK,
NAGASAKI, LYONS, SAN FRANCISCO, HONOLULU,
BOMBAY, TIENTSIN, PEKING.
THE LONDON JOINT STOCK BANK, LTD.,
PARIS' BANK, LTD., THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH - INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " " " 4 "
" " " " 3 "
" TARO HODSUMI, Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND -
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shewan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubert, Esq. E. S. Wheeller, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong - J. R. M. SMITH.
MANAGER:
Shanghai - H. M. BEVIS.

London Bankers - LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG - INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

OF FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per cent.
annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,572

HEAD OFFICE - HONGKONG.

Board of Directors:-
Creasy Ewens, Esq. Kwan Fong Kuk, Esq.
J. Focke, Esq. G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 2nd August, 1904. [24]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE - SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted:

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE - 1, SURUGA-CHO, TOKYO.
LONDON BRANCH - 34, LIME STREET, E.C.
HONGKONG BRANCH - PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu
Karatsu, Nagasaki, Kochi, Sasebo, Mikaze, Hakodate, Taipeh, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous MIKE, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Ono, Otsuji, Sashihara, Tsubakuro, Yoshinotani, Yoshiro, Yukikibara and other Coals.

S. MINAMI, Manager, Hongkong. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37 - about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000 - £2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANON,
AND AGENTS ALL OVER THE WORLD.
LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.,
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VIEUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE - SHANGHAI.

Branches and Agencies.
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1% per Annum Fixed Deposits for 3 months.
4% " " " 6 "
5% " " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE - LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 "
" " " 3 " " 2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

PHOTOGRAPHY

IN ALL ITS BRANCHES.

AMATEUR WORK
GIVEN SPECIAL ATTENTION.

HUNG FUNG,

(Successor to C. W. Clark),
Photographer,

4, ICE HOUSE STREET.

Hongkong, 18th August, 1904. [24]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BORNEO..... G. W. Gordon, R.N.R.,	August 19th; Noon	Freight and Passage.
SHANGHAI and KOBE.....	{ FORMOSA..... B. H. W. Snow.....	About 23rd August	Freight and Passage.
SHANGHAI.....	{ CHUSAN..... A. Thompson.....	About 25th August	Freight and Passage.
LONDON, &c.....	{ COROMANDEL..... G. M. Monford, R.N.R.,	August 27th Noon	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1904. [4]

Intimations.

The Bovril Bottle

is familiar in the homes of
Britishers the world over—in
Great Britain itself Bovril is looked upon as the
great national "stand-by" in case of failing
strength. Bovril is the very embodiment of
nourishment. It imparts strength in a most
effective manner, and is, at the same time,
extremely palatable.



TRADE



MARK.

TELEPHONE NO. 135.

ASK FOR CLUB WHISKY AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

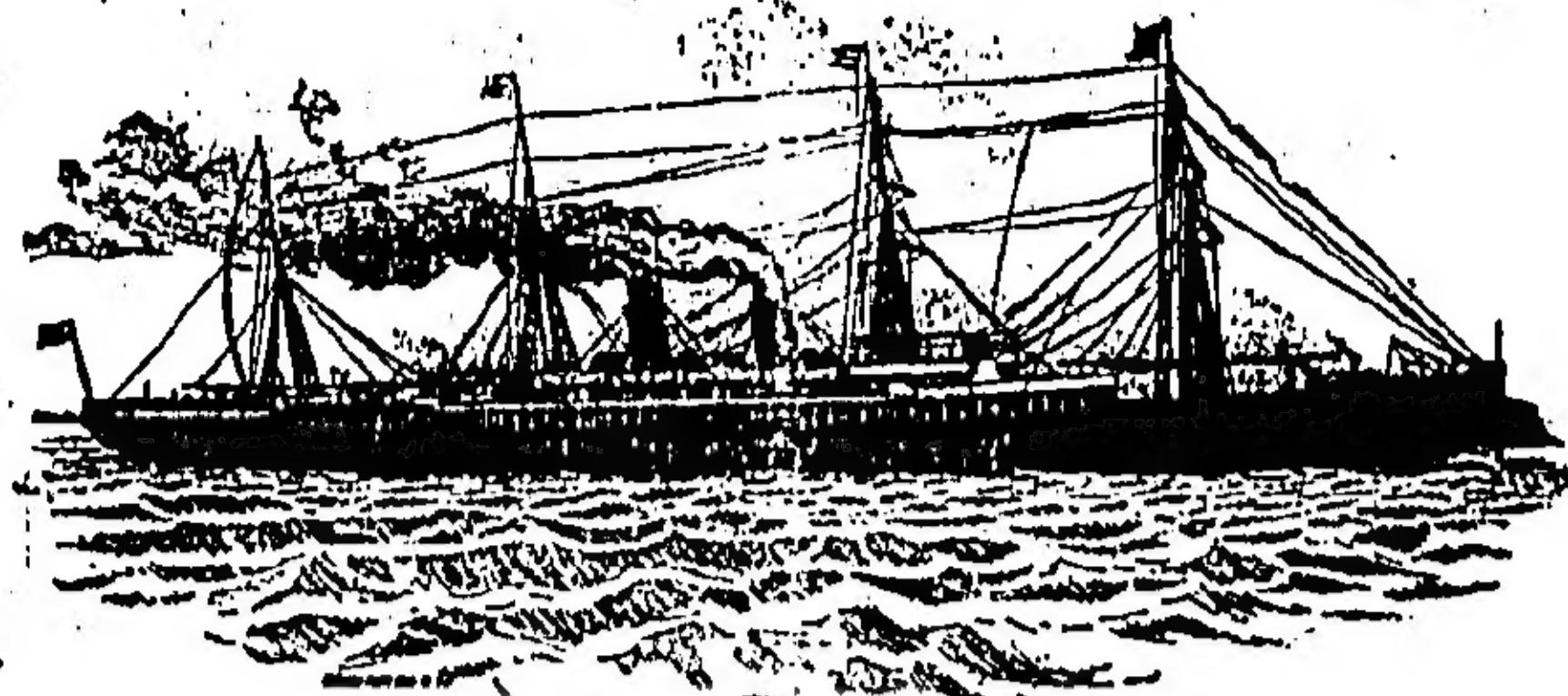
TELEPHONE 460.

Hongkong, 16th August, 1904. [833]

HONGKONG HOTEL.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons...	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	3,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,000 "	THURSDAY, 15th September, at Noon.
"DORIC"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"KOREA"	11,476 "	TUESDAY, 1st November, at Noon.
"COPTIC"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched from SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passenger holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companie' and connecting Steamers.

FEATURES OF THIS LINE.

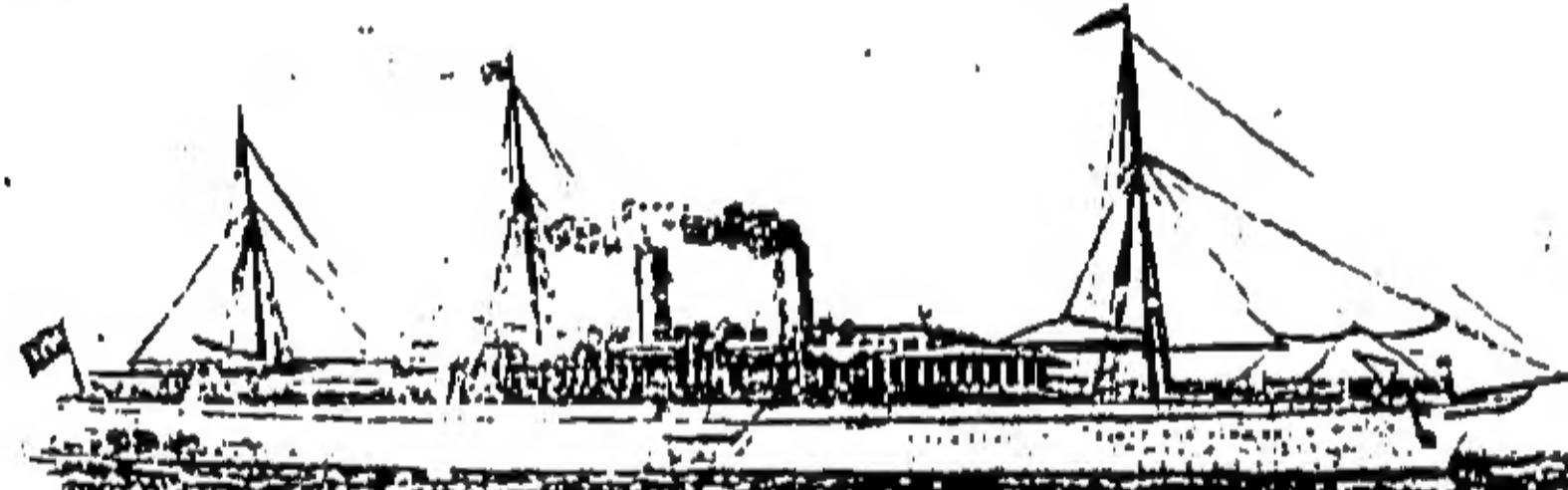
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th August, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPEROR" Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons... WEDNESDAY, 24th August.

"EMPEROR OF JAPAN" ... 6,000 " WEDNESDAY, 21st September.

"ATHENIAN" ... 2,440 " WEDNESDAY, 12th October.

"EMPEROR OF CHINA" ... 6,000 " WEDNESDAY, 19th October.

"TARTAR" ... 4,425 " WEDNESDAY, 2nd November.

"EMPEROR OF INDIA" ... 6,000 " WEDNESDAY, 16th November.

Hongkong to London, 1st Class, ... via St. Lawrence &c. via New York &c.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ... 42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK Acting General Agent,

9, Pedder's Street.

Hongkong, 10th August, 1904.

HAMBURG-AMERIKA LINIE.

ESTABLISHED FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SPEZIA } HAVRE and HAMBURG. 27th August } Freight.

Mittelaff } (Calling at S'PORE, PENANG & COLOMBO). " " "

ANDALUSIA } HAVRE and HAMBURG. 10th Sept. } Freight.

Filler } (Calling at S'PORE, PENANG & COLOMBO). " " "

SAMBIA } HAVRE, BREMEN and HAMBURG. 20th Sept. } Freight.

Lüning } (Calling at S'PORE, PENANG & COLOMBO). " " "

SCANDIA } HAVRE and HAMBURG. 4th October. } Freight and

Behren } (Calling at S'PORE, PENANG & COLOMBO). " " "

SUEVIA } HAVRE and HAMBURG. 18th October. } Freight.

von Döhren } (Calling at S'PORE, PENANG & COLOMBO). " " "

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 18th August, 1904.

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Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [890]

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [889]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices, in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers,

Hongkong, 22nd June, 1904. [954]

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per Cent, or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, and after WEDNESDAY, the 17th August, 1904.

SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 16th August, 1904. [934]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 19th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 9th August, 1904. [912]

"AQUATIC FETE."

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the LADIES of HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, on SATURDAY, the 20th instant, at 4 P.M. sharp.

The Secretary's Launch will leave Blake Pier sharp at 3.30 P.M. to convey Spectators and Competitors.

Entrance Fee—Non-members, 50 cents.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 17th August, 1904. [939]

HONGKONG JOCKEY CLUB.

A MEETING of SUBSCRIBERS to the Subscription Griffin List will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 P.M.

Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th August, 1904. [935]

NOTICE.

THE MESSAGERIES CANTONESE I have temporarily suspended the run to CANTON, of their ships the "CHARLES HARDOUIN" and "PAUL BEAU," and in consequence Captain J. Merlin of the former ship is open to engagement.

Address:

C/o J. LANDHOLT,
The Pharmacy, Queen's Road.

Hongkong, 17th August, 1904. [938]

NOTICE.

THE HONGKONG-MACAO LINE.

THE S.S. "CHU KONG" will take the place of the S.S. "WING CHAI" from MONDAY, the 15th instant, until SUNDAY, the 21st, on which both the steamers will run Excursion trips to MACAO. First-class return ticket \$4 only. Passengers of one steamer are allowed to return by the other, if so desired.

The "CHU KONG" will leave on SUNDAY at 7.30 A.M., and return at 3 P.M. The "WING CHAI'S" departure will be as usual.

MING ON & CO.,
Hongkong, 17th August, 1904. [916]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board

at \$1 each meal.

YUK ON & CO., LD.

Hongkong, 8th August, 1904. [919]

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

17th August, 1904. [937]

HONGKONG FROZEN FOOD SUPPLY DEPOT.

No. 3, ICE HOUSE STREET.

Telephone No. 343.

JUST arrived per China Navigation Co.'s steamer "CHANGSHA" a fresh supply of AUSTRALIAN PRODUCE, including MUTTON, LAMB, PORK, SPLENDID FRESH BUTTER (in lb. pata at 7s cents each), CONCENTRATED MILK (in half pint tins at 28 cents each), HARES, RABITS, CHEESE, HAM and BACON (PRIME SMOKED), PORK SAUSAGES, FRITZ SAUSAGES, &c.

Send to Depot for Price List.

Pass Books will be supplied to, and Monthly Credits account kept with well-known residents.

LAU KUE TONG,
Manager.

Hongkong, 17th August, 1904. [943]

Intimation.**OF THE MULTITUDES**

who have used it, or are now using it, we have never heard of any one who have been disappointed in it. No claims are made for it except those which are amply justified by experience. In commanding it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm

—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope.

Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers speak for themselves.

"Alas! Man proposes and God disposes." He began to lose enormous sums daily; but what was more remarkable, nothing would stop him in his wild career.

"Why, said I to him, 'you have enough left even now to keep you in affluence for the rest of your life. Why not be satisfied and withdraw?'

"But he wouldn't, and seeing his end, I practically acted as his purse bearer, and promptly diverted \$20,000, intending to put it safely away. In those days there was no Smith's bank at Monte Carlo itself; the nearest bank being a branch of the Credit Lyonnais at Nice. To this last named bank I sent the money, while the major continued to plunge right down to his last louis once more. I then told him joyfully of the 'nest egg' I had laid by for him.

"Saints above!" said Montalt, reflectively, "how fitfully human nature is! Instead of being grateful, the man abused me furiously. 'If I had had that money,' said he, furiously, 'I know my luck would have changed, and I should have begun to win once more.'

"Filled with disgust I gave an order on the Credit Lyonnais to pay the money, and he lost every dollar.

"Yes, sir, it's same man, who had in his possession \$400,000, all made out of \$20 in three or four days, is now living somewhere in England in comparative poverty."

The Casino no longer lets one play the limit but sets apart a sum for each day's play, beyond which it will not go. But it really needs no such protection, for it wins 90 per cent. of all the money that comes into "play," and its net profits are estimated at upward of \$6,000,000 annually.

"One day an Englishman called upon me at my house in Mentone—the Villa des Oranges—you remember. He had a letter of introduction to me. He was a Major Kennedy of the British army, and had just one week to spare. He was on his way to Bombay to join his regiment, and had just missed one steamer at Marseilles for the purpose of seeing a bit of the French Riviera, particularly Nice and Monte Carlo.

"Of course, I showed him around; but his English virtue was rather squeamish about entering the Casino. 'Why, man,' I said to him, 'the Casino is Monte Carlo.'

"Right-o!" answered the cheery Montalt. "Fire away with your question."

"Well, it's just this: Can you tell me what is really the biggest winning you have ever known at the tables? You know all the officials of the Casino—have been, in fact, on intimate terms with them for nearly a quarter of a century—and your experience of the biggest 'win' ought to be worth listening to or reading."

"Why, sir, I rather think it is," answered Montalt. "And do you think I'm likely to forget it? Now, listen to me!" and my friends sat down under a palm tree on the terrace looking out over the Mediterranean.

"One day an Englishman called upon me at my house in Mentone—the Villa des Oranges—you remember. He had a letter of introduction to me. He was a Major Kennedy of the British army, and had just one week to spare. He was on his way to Bombay to join his regiment, and had just missed one steamer at Marseilles for the purpose of seeing a bit of the French Riviera, particularly Nice and

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT.

TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER.

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED:

Hongkong, 16th August, 1904.

[35]

TELEPHONE NO. 356.
CABLE ADDRESS: "ACHEE," HONGKONG
A. H. C. COKE, 4TH EDITION

ESTABLISHED 1859.

A. CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES.

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.Contract for New Tonnage on reasonable terms
with First-class Builders.A large stock of Canadian Asbestos and
Asbestocel goods kept.Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINWORK," Telephone—No. 358.

Hongkong, 3rd May, 1904.

[58]

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Des Voeux Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Kuenchow, July 22nd, the wife of LYDER S. J. KRISTENSEN, Norwegian Lutheran Mission, of a daughter, (Ruth Magdeline.)

DEATH.

At Kuenchow, Hupeh, July 25th, ROBERT MORRISON, aged 2 years and months, the dear darling son of Lyder and Anna Kristen sen, Norwegian Mission, of cholera. We loved him much, but Jesus loved him more.

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, AUGUST 18, 1904.

CANTON RIVER BARRIERS.

Several months ago we were given to understand that the Chinese Government were about to take steps to effect the removal of the barriers in the Canton River, and as the result of investigations were able not only to confirm the report, but to learn that surveyors had been employed with a view of preparing specifications for the work. These have now been completed and elsewhere in this impression, we print an invitation by the acting Commissioner of Customs, at Canton, on behalf of the Kwangtung Provincial authorities, to send in offers for the removal of those artificial obstructions. It will be noted that the time of completing some of the work is to all intents and purposes, to be made the essence of the contract, and to those who have watched the trend of events following the new Anglo-Chinese Commercial Treaty, signed at Shanghai on September 5th, 1902, by Sir James Mackay and the Chinese Commissioners, will not be surprised to find that such an important factor will be taken into consideration in accepting an offer. According to the fifth Article of that Treaty the Chinese Government undertook "to remove within the next two years the artificial obstructions to navigation in the Canton River." In less than three weeks the time will have expired; but now that a decided move has been made we can complain only of the lengthy period allowed to elapse before the Imperial authorities have thought fit to redeem their pledge of 1902. How long it will take for the contractors to complete the work it is practically impossible to estimate until a thorough survey has been made of the barriers, but from what we have gleaned in the course of constant inquiries the task is by no means so light as one would imagine from a casual glance at some of the artificial obstructions. The removal of the wooden bridge and a portion of the iron barrier will be big jobs, though when completed will prove a boon to the masters of the river steamers who, for so long, have bitterly complained of the danger which these obstructions have proved to navigation. While on the subject of the carrying into effect of Article V. of the Treaty it would also be well to remark on China's agreement "to improve the accommodation for shipping in the harbour of Canton, and to take the necessary steps to maintain that improvement." Some four months since our correspondent at the neighbouring capital wrote to us to the effect that a great reclamation scheme was being considered by the officials, and that it was probable some 150 feet of the foreshore would be taken from the river. The recent strike of the cargo boats at Canton emphasizes the importance of increased wharf accommodation for deep-water tonnage, and should impress upon the local officials the necessity of complying with the requirements of the mercantile community and meeting them in every way possible. When the Kowloon-Canton railway is started the descendants of the present officials will then have to thank their long-forgotten ancestors for their foresight in securing for shippers the best accommodation possible! It is recognised that Chinese officialdom requires waking up from time to time, and the present is the most opportune moment for the owners of the steamship companies to besit themselves to bring to the notice of the Viceroy the fact that harbour improvements at Canton are almost as great a necessity as the removal of the artificial barriers.

LOCAL AND GENERAL.

THERE have been no cases of plague in the Colony for the past twenty-four hours.

A FIRE on July 22nd at the Goosery Cotton Mills did damage to the extent of six lakhs of rupees. It broke out in building containing 18,306 spindles where 300 natives were employed.

REPORTS received at Paris describe the province of Kherson, Russia, as being in the toils of famine. Cereals of all kinds are short, the farms and prairies are parched up, the population is already suffering and the cattle is starving. The one remaining hope is for a good corn crop, and the dryness of the season leaves little prospect of this. As a result of this condition, all prices have risen prohibitively, while salaries have fallen. Most labourers have emigrated towards the towns, while the rest are grateful to obtain jobs at thirteen cents per day. A general assembly of the Zemstvo has been called for September 11th to see what can be done for the future.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 19th instant (weather permitting.)

March "Des Toreros" Golard
Overture "Der König Lieutenant" Emil Thib
Selection "Peplis" Leveque
Romance "Ecoutez-Moi" Funke
Selection "Sau Toy" Sidney Jones
Valzer "Santiago" Corbin
Mazurka "La Comtesse" Transtater
God save the King.

For the first quarter of 1903-04, Calcutta's trade by sea with foreign countries gives a very large expansion in value. The three months' trade was valued at over 23 crores or an advance of 31 crores. Imports contributed 176 lakhs to this increase and exports 150 lakhs. Merchandise only contributed 18 lakhs to the increased value of imports and treasure accounted for the balance of 158 lakhs. The gold imports were valued at 223 lakhs and silver at 42 lakhs. Exports of treasure were approximately 3,000 tons bigger than the previous "largest ship in the world," the Cedric.

By kind permission of the Commander of Police, the Macao String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 20th inst.

Oriental March "La Caravane" Gruy
Overture "Jolly Student" Carl Albert
Waltz "Christmas Dreams" P. Buscosi
Selection "Lucia di Lammermoor" G. Donizetti
Selection "Lyrics" J. L. Lehrer
Love's old Sweet Song J. L. Molton
Gavotte "Innocence" Oscar K. Blum
Tarantelle "Napoleonic" Auguste

THE following table, showing the distances from Vladivostok and Tsushima to several other places, may be of interest at the present moment.

FROM VLADIVOSTOK

	Nautical Miles.
To Port Arthur	1,040
Aomori	429
Fusao	315
Maidaura	470
Matsumae	380
Nagasaki	680
Sasebo	370
Takeshima	125

FROM TSUSHIMA

To Port Arthur	500
Tsugaru Strait	650
Oki	200
Matsumae	600
Maidaura	140

COLONEL Grandprey, once French military attaché in Pekin, gives some interesting information regarding the Chinese army in the *Revue de Paris*. He says that few countries have such excellent material as China for an army, where the whole population of 420 millions consist, so to speak, of one people, displaying the same racial qualities. The Chinese is long-lived and tenacious of life. He thrives in every climate, in spite of heat or cold, is extremely thrifty, and therefore easily supported. He has nerves of steel, he can sleep in any position and in any place, and can do with a minimum of sleep. He seldom needs a doctor, and bears pain with the greatest stoicism. The Chinese is very teachable, and what he has once been taught he never forgets.

DEPRIVED of their amusement in the form of placing stones on the tram lines, by the determining award to one of them by Mr. Gompertz, the coolies have found another way of playing with what they apparently look upon as a new toy, and this is to jump on a car in motion, ride a little way, and then jump off on the other side, before the ticket collector has time to attend to them. While standing at the corner of Des Voeux Road and Pottinger Street, an inspector of Police saw some seven or eight coolies play this dangerous and fraudulent game. Perhaps when one of them is killed through playing this kind of prank it will act as a stronger deterrent than any Magistrate's award. It appears that the Electric Tramway Co. is to have a variety of troubles of its own, which could scarcely be foreseen.

LAST night Inspector Collet was passing along Des Voeux Road West, at 9 o'clock, when he discovered a respectable-looking Chinaman lying on the side of the road. He was bleeding from a wound on the forehead, and was quite insensible. The inspector had the man removed to the hospital, where his wound was cleaned and dressed, when it was found that no bones were broken only the skin was considerably scraped and bruised. Upon regaining consciousness the man was interrogated as to how he came in the position in which he was found. He said no one had struck him, he did not fall out of, or jump off, the tram car, but simply walked off it, while it was going full speed, as he wanted to get down. He admitted that he had indulged in several rounds of *samsu*, and that probably accounted for his not having the tram stopped when he wanted to get down. As there was not much the matter with him he was discharged from hospital.

REPORTS received at Paris describe the province of Kherson, Russia, as being in the toils of famine. Cereals of all kinds are short, the farms and prairies are parched up, the population is already suffering and the cattle is starving. The one remaining hope is for a good corn crop, and the dryness of the season leaves little prospect of this. As a result of this condition, all prices have risen prohibitively, while salaries have fallen. Most labourers have emigrated towards the towns, while the rest are grateful to obtain jobs at thirteen cents per day. A general assembly of the Zemstvo has been called for September 11th to see what can be done for the future.

H.M.P.R. FRANCIS JOSEPH'S BIRTHDAY.

CELEBRATIONS IN HONGKONG.

To-day being the 74th anniversary of the birth of Francis Joseph I., Emperor of Austria and King of Hungary, Mr. N. Post, acting Consul for Austro-Hungary, held two receptions at the Imperial Consulate in Prince's Building. Between 11 and 12 in the forenoon Mr. Post was "at home" to members of the Austrian community of this Colony, and from 12 to 1 p.m. to the foreign consuls, officials, and others who wished to call and offer their congratulations through him to his august sovereign.

All the foreign Consuls now in Hongkong paid official visits to the Consulate, while there was also a continuous stream of official and unofficial visitors during the hours named.

In honour of this auspicious occasion the Austrian-Lloyd s.s. *Austria*, which now lies at the Kowloon Dock, was gaily decked with bunting.

On this day last year the Austrian armoured cruiser *Kaiser Karl VI* was in this harbour and salutes were exchanged, the marines on board firing a *feu de joie*.

The Emperor Francis-Joseph succeeded to the throne of Austria on the abdication of his uncle Ferdinand, in 1848, being crowned on the 2nd of December of that year, his father having renounced the Crown. In 1867 Emperor Francis-Joseph of Austria was proclaimed and crowned King of Hungary.

The Emperor married, in 1854, Elizabeth, daughter of the Duke of Bavaria, and it will be remembered that the Empress was assassinated at Geneva, by a fanatic, on the 10th of December, 1898, in front of her hotel. The Empress was a great friend of our late Queen Victoria, and frequently visited her at Windsor and Balmoral, and was also a noted figure in the English hunting field.

The Emperor has no son, the heir apparent being his nephew, the Archduke Francis Ferdinand (son of the late Archduke Charles Louis), who was born in 1863.

It will be remembered that about a year ago it was semi-officially announced from Vienna that the Emperor Francis-Joseph was about to abdicate the throne of Hungary, owing to internal differences and military jealousies, since when nothing further has been heard of such alleged intention. The Emperor and our King Edward each holds an honorary colonelcy in the other's army.

At the last census taken in 1901 the population of Austria-Hungary was 47,000,000. Austria-Hungary has a little bit of sea coast on the Adriatic, extending from Trieste in Austria to Fiume in Hungary, a distance of eighty miles. On this limited sea-coast three naval establishments are located, namely, at Trieste, Fiume, and Pola. The navy, as regards material and personnel, is fully up to modern requirements, the ships being as efficient as similar types in other navies, and quite as attractive as the Elswick-built ships for the South American navies. The Austrian navy is chiefly maintained for coast defence, and consists of fourteen battleships, of which three are under construction, and nearing completion, two armoured cruisers, four monitors, sixteen cruisers, forty-two torpedo boats, and seven miscellaneous craft. Austrian ships of war are rarely seen outside European waters, and considering the very short extent of the sea coast it is better and more heavily protected than any other in the world. The joint monarchy possesses a powerful army, the war establishment consisting of 1,736,763 officers and men with 2,192 field guns, and military service is compulsory upon all.

Kwangsi Affairs.

The Viceroy of Canton wired, the other day, to the Peking Government that Huiyuen of Kwangsi was in danger, and the magistrate Chang Yaoyung of that district had run away with his family, not trying to defend the place; Viceroy Tsien asked the Peking Government to issue an order to effect the arrest of the magistrate and decapitate him.

TELEGRAMS.

ASTOR HOUSE DIVIDEND.

Messrs. Benjamin, Kelly & Potts write us as follows to-day:—

"We are informed by telegram that the Astor House Hotel Company, Limited (Shanghai), has declared a dividend of 10 per cent. (\$2½ per share) for the year ended 30th June, 1904."

(Reuters.)

The War.

VLADIVOSTOK NEWS SUPPRESSED.

LONDON, 16th August.
Owing to the censorship nothing has been published in St. Petersburg in reference to the result of the Vladivostok squadron's engagement.

The telegrams permitted to appear in no wise give the impression that the Russian fleet in the Far East is now a negligible factor.

The facts, however, are known to the better informed classes, where there are evidences of bitter resentment against the system of administration responsible for the fatal inferiority of Russia's naval power.

LATER.

The War—The Treatment of Neutral Ships.

The British Ambassador at St. Petersburg has handed a protest to Russia regarding the treatment of neutral ships.

Russian Losses at Port Arthur.

An official statement in St. Petersburg gives the losses of the garrison at Port Arthur between the 8th and the 10th August as 255 killed, 1,588 wounded, and 84 missing.

TRADE WITH JAPAN.

REPORT FROM MR. SUTTOR.

The Japanese importations of flour and wheat for the period 1st January to 31st April last amounted to £250,443 as more than for the corresponding four months of 1903. The figures given by Mr. Suttor, Commercial Agent, are as follow:—

Flour-wheat, 1904 (first four months), £403,392 12s.

Flour-wheat, 1903 (first four months), £152,949 10s.

As a further illustration of the increasing demand for flour, in 1903 the shipments to Japan equalled over 134,500 tons, or an increase of 89,000 tons compared with 1902, and there is every reason to expect a continued expansion in the future from the fact that wheat flour is displacing rice flour, and is largely used by the Japanese in the preparation of sweets and cakes, and for pastes used in making fans and screens.

There is no reason, the agent says, why New South Wales millers should not cater to meet the growing requirements. At the time of writing (22nd May) the c.i.f. quotation is about £7 10s. per ton. Mr. Suttor states that Messrs. Jardine, Matheson and Company, W. H. Gill and Company, Samuel and Company, and Bowden Bros. are considerable dealers in flour. So far fully 90 per cent. of the flour business is in the hands of the Americans, and merchants have been hitherto forced to the Pacific Slopes in consequence of the uncertainty of the New South Wales supply, but now that New South Wales is in a better position to meet requirements every endeavour should be made to obtain a foothold, and it will be found that the British merchants in Japan will be pleased to encourage the New South Wales product, and also to attend to any correspondence with a view to business, and advise as to trade marks to be registered. The consumption of wheat is also on the increase, but as when is included with other grains it is difficult to give exact statistics.

For lead, zinc, talc, and bones there is still an active demand, and it is necessary for our people to keep in touch with Eastern agents.

Large consignments of copper are sent from Japan to China, Hongkong, Singapore, and India. The copper imported to the places named during the year 1903 equalled in value £1,112,500. Mr. Suttor does not say that it all came from Japan, but New South Wales copper is so highly thought of that he advises the market to be kept in view.

Since his arrival in Japan he has been looking into the question of the exports of manganese ores to the United States of America. A very large quantity is sent annually for the large iron works. The Japanese manganese is not looked upon as the best, and seeing that New South Wales has such large deposits undeveloped the matter is, he thinks, worthy of careful consideration, and it should be ascertained whether New South Wales ores would not answer the same purpose in America.

Mr. Suttor adds that the Japanese Government have decided to introduce new taxation to meet the heavy war expenses. Under the Extraordinary Budget the additional revenue for the fiscal year 1903-4 is fixed at £6,220,187 18s., and is largely of a local nature, such as land tax, business tax, sake tax, sugar consumption tax, and woollen consumption tax, etc., beginning with the current month. In certain quarters some doubts exist as to whether these taxes can be enforced until the expiration of six months, in consequence of being contrary to the conventional tariff.

THE CRIMINAL SESSIONS.

BUYING AND SELLING CHILDREN.

During the hearing of a child stealing case at the Criminal Sessions this morning, the Chief Justice, Sir Wm. Goodman, had before him a go-between in the matter of the sale and purchase of children.

Prisoner, in December last, stole in Hongkong, a seven-year-old child, and under pretence of taking him to a theatre induced him to go on a launch with him to Kowloon. He there locked him up in a house and subsequently took him to an opium shop at Sam-chun in Chinese territory, and asked the keeper to purchase or find a purchaser for the child. After some days' prisoner introduced a man whom he alleged to be the father and the sum of \$55 was paid for the child, the go-between receiving a commission of \$5.

The Attorney General (Sir H. S. Berkeley) said that it was no offence to sell children in China, and this man, the go-between, operated in Chinese territory.

The Chief Justice said: I should like the Chinese in this Colony to distinctly understand that the buying and selling of children is quite unknown to the law here. The law does not allow any such proceedings in this Colony. A child cannot be bought or sold like ordinary goods and chattels. They might buy a dog, but not a child.

Prisoner who alleged that he was in Singapore at the time of the kidnapping, was found guilty.

He was then, in company with a second Chinese, indicted for kidnapping two children in Hongkong in July last. The evidence was similar to that in the first case, excepting that the first prisoner pleaded guilty.

The jury found both men guilty, and it appeared that the first prisoner had been previously convicted also for kidnapping.

His Lordship addressing the first prisoner on the first charge, said that he evidently made a trade of kidnapping and he would be committed to prison with hard labour for two years. On the second charge he would receive three years' imprisonment also with hard labour making five years, as the sentences were to run consecutively from that date, and he would ask the police to take the note that he was to be deported at the end of five years. Prisoner was very lucky that his second conviction for kidnapping did not come under section 3 of the Ordinance of 1903 (the Flogging Order) or he would have been whipped and he (His Lordship) would have taken great pleasure in ordering him the flogging which his conduct so richly deserved. The second prisoner would have to go to prison for two years with hard labour.

THE USE OF THE CHOPPER.

A small farmer at Shatin was indicted for causing grievous bodily injury to another farmer in the same district of the New Territory.

It appeared from the evidence adduced by the Crown that the prosecutor owned a field adjoining the prisoner's land, and that prisoner had been detected cutting a hole in the embankment whereby water would run from his (prosecutor's) land to that of the accused.

Prosecutor expostulated with him whereupon prisoner made a murderous attack upon him with a chopper severely injuring his knee and leg.

In defence, prisoner said that prosecutor and his brother, or one of his clansmen were the aggressors and all he did was in the shape of self-preservation.

Medical evidence to the effect that prosecutor came by his injuries as the result of a heavy blow, having been given, various other witnesses were called.

Prisoner was sentenced to 18 months' imprisonment with hard labour.

CHINESE PRODIGALY.

A Chinese shroff in the receipt of the princely salary of 114, with an addition of \$1 per month for night work pleaded guilty to embezzlement of his employer's money, entering forged receipts and obtaining property upon forged instruments.

His Lordship in passing sentence said: Without any authority you collected money, and instead of handing it over to your master, you appropriated it to your own use. If it came to longing a signature you were not at all particular in that respect. It seems that you spent the money in a course of extravagance, for in the money items in the list I notice £250 for the ransom of a girl, \$100 for wine, and \$100 for presents. Your salary was \$14 per month with \$3 extra for night work; therefore you must have known that you could not indulge in extravagance of that kind. Considering the fact that you are only 21 years of age, and although the maximum punishment is fourteen years, I shall sentence you to twelve months with hard labour on each count, or three years' imprisonment in all.

The Attorney General intimated that he would not proceed with certain other counts.

ANOTHER CHOPPER IN EVIDENCE.

A coolie was indicted for inflicting grievous bodily harm upon another coolie. The parties were employed in rival houses of ill fame in Hollywood Road and Lyndhurst Terrace. They had had a quarrel previously and when they met in a barber's shop on the 5th instant prisoner demanded to be shaved first. The prosecutor objected whereupon prisoner went to the kitchen and returning with a chopper gave him a blow on the hand, causing such injuries that at the Civil Hospital, Dr. Laing had to amputate two of prosecutor's fingers.

Accused alleged that the injuries were the result of a struggle between them for the possession of a razor in the barber's shop.

The jury returned a verdict of guilty of unlawful wounding.

His Lordship in passing sentence said: This is the second case of wounding with a chopper that has come before me to-day. It is more like a savage than a human being to take up a great chopper and attack another man with it. If you want to hit a man, or have to hit a man, hit him with your fist or take a stick to hit him. Don't wound him for life. I must pass the same sentence as in the other case, i.e., eighteen months' imprisonment with hard labour.

THE ONSLAUGHT IMPENDING AT PORT ARTHUR.

THE CRIMINAL SESSIONS.

Kuroki, with his forces spread out for scores of miles, may be keeping in touch with Kuropatkin, but Port Arthur remains the vital factor to the Japanese. So sure of this are many experts in London, Paris, and Berlin that they pay but passing attention to the raids of the Vladivostok squadron and devote themselves to calculations of the period within which the Russian fortress may be expected to succumb: Prussian military men, writing in the *Kreuz Zeitung* (Berlin) and the *Frankfurter Zeitung*, argue that the place ought to fall this month if it is ever going to fall at all. Should it hold out well beyond the middle of next month, they say, the defences will have been proved sufficiently formidable to baffle the Japanese for a long time—perhaps long enough for Russian naval reinforcements to arrive. On the other hand, the Paris *Gaulois* calmly awaits Port Arthur's capture without stating just when that Russian calamity is to be looked for. "It would be an unfortunate event," says the Paris paper, "but it would be a negligible event so far as the campaign is concerned." The London *Speaker*, convinced that Japanese operations against Kuropatkin are of secondary importance, sensational despatches to the contrary notwithstanding, remarks:

"Some of the best critics in our press have wondered that the Japanese have not masked Port Arthur with a comparatively small force, and massed all their three armies against Kuropatkin; and one critic, perhaps the ablest of all, has suggested that the Japanese have deliberately abstained from attacking the main Russian army on account of diplomatic considerations! It is easier to believe that the Japanese understand the possibility, or rather probability, of the sailing of the Baltic fleet. The Japanese have no means of recruiting their navy; they have chosen to depend entirely upon the sea for their communications. It is, therefore, absolutely essential for them to destroy the only practicable naval base which Russia possesses in the Far East. They must destroy it within three months, and if they can do so in three weeks their advantage will be enormously increased.

"It can not be too often repeated: the resistance of Port Arthur sufficiently prolonged will insure, humanly speaking, the strategical success of Russia before the first snow falls; its fall will insure the occupation of all southern Manchuria by the Japanese.

"In the light of this theory, which we are convinced is the true one, all the rumours, guesses, and falsehoods about the second Japanese army and the main Russian force in the Manchurian plain lose their importance."

This shows a correct sense of the relative importance of the factors at the front, in the opinion of continental experts. "If, however," says the military expert of *The St. James's Gazette* (London), "the strength of the defences and garrison is as great and complete as circumstances demand, then, despite the certainty of its ultimate fate, Port Arthur may offer a much more protracted resistance than is generally anticipated." He sketches in graphic detail a picture of the sanguinary onslaught about to be witnessed:

"Let us suppose that the defenders have been pushed back sufficiently far to allow the Japanese to bring up their siege artillery. The positions of the various batteries on such familiar ground have doubtless long been decided upon, but, inasmuch as they will be within range of the fortress guns their preparation with parapets and heavy gun-platforms, traverses and magazines, will have to be effected as secretly as possible. For the Russians, if they have ammunition and men to spare, will be certain to do their utmost by gun-fire and sortie to prevent the establishment of the batteries which are being raised to demolish their defences. This work the Japanese will do as much as possible by night, but the siege guns of to-day are of such enormous weight that much more labour is required before they can actually open fire, and it is during this period of preparation that the beleaguered garrison can give most trouble, and must be held in check by the Japanese infantry.

"When all is ready, it will be a duel to the death between the biggest and most powerful artillery which has ever been used in the attack and defence of a besieged fortress.

Japan's first task must be to crush and subdue the fire of the Russian redoubts, but even then their assault will be no easy matter, as we shall see if we examine more closely the nature of the defences to be crossed.

"The permanent forts of Port Arthur encircle the heights around the town like Portsmouth or Plymouth with the Russian defence, designed by General Vernadsky, if held by a strong garrison, with ample supplies of food and ammunition, might well at first sight seem impregnable. So effectively are the works concealed, that looking from the Japanese side little is visible on the heights even to the practised eye except a straightening or swelling of the ridges here and there which do not quite suggest their natural conformation. Let us, however, climb the heights themselves. We shall then be able to appreciate better the formidable task before the forces of the Mikado.

"Huge ramparts of earth zigzag away to right and left. The crests of these slopes outward to allow of fire from the great ordnance behind to be directed downward. Further out the slope becomes steeper, and then descends sheer into a huge gulf-like ditch, which being out of reach of the guns above is fitted with defences of its own in the shape of kaponieres as well as counterscarp and escarp galleries. These are built of masonry into both sides of the ditch, and provided with guns and loopholes, enabling the whole interior space to be swept with fire in case of its entrance by the enemy. Above the outer ridge of the ditch is another parapet whose long outer slope, called the glacis, barb-wired and mined, is an exact prolongation of the main ramparts behind, whose big guns are thus afforded an unobstructed field of fire. Within the ramparts the interior space is divided at intervals by huge mounds of earth, called traverses, to protect the men working the guns from enfilade fire from a flank; and beneath these traverses are large vaults, open on the safe side, in which both light guns and men can be placed under cover during an overpowering bombardment.

"The intervening space between these powerful works on the lower ground is defended by lines of trenches, ditches, and obstacles of every description; while even if these were penetrated the fortifications surrounding every hill on the land side are semi-enclosed works whose gorges are protected by masonry loopholed walls with the object of their defence as separate forts so that the defence may be protracted to the last, and the enemy, if possible, destroyed and driven out again. Communications from the various works, which are visible from the land side, are very effective, and safe from enfilade by their trace, the prolongation of which calls upon other works or land positions considered inaccessible, although the Japanese may contradict this assumption. The protection for guns and gunners is very good, and there is said to be no difficulty from smoke, as in the closed galleries of obsolete granite-faced forts, like those of Sheerness; nor can men be struck by splinters of stone, for the works are all of earth. Such are the general features of the defences which the Japanese forces have to overcome, and every one must acknowledge they form a pretty hard nut to crack.

"But, despite the increased strength of the modern fortress, the attack has gained in power to an even greater extent. The enormously increased range and weight of modern artillery will enable the Japanese to place a large number of heavy batteries out of sight on a long outer circle, behind a chain of fortified posts, and while subjecting the defences generally to an accurate high-angle fire they will be able to concentrate a steady rain of high-explosive shells upon the points selected for attack. These, which can be lobbed into the defences from a number of widely scattered points incessantly day and night, must in conjunction with infantry fire—to which the ground in front of Port Arthur peculiarly lends itself—inevitably subdue the fire of the forts. These, too, it must be remembered, are under the additional disadvantage of being liable to be taken in reverse by the guns of the fleet, which is evidently ready to take hand in the business when the proper moment arrives."

THE EMPRESS DOWAGER OF CHINA.

At a moment when the eyes of all the world are turned towards that portion of the globe where the great fight is taking place between the Japanese and Russian civilisations, an anonymous contributor, who signs himself "Peking," thinks it may edify us, if we focus our attention upon the interesting personality of the sovereign on whose territory that epoch-making struggle is taking place. Accordingly he has furnished us with the means of doing so in the *National Review*. The life and character of the really terrible old lady have often been sketched before, but for at least a couple of years we have not heard much of her, except in those delightfully light snapshots with which Mrs. Archibald Little occasionally favours us. "Peking" narrates the manner in which the Empress-Dowager accumulated power after the death of the Emperor, and then tells us of the demise of her son whose widow followed him to the grave almost immediately. He seems inclined to credit the story that in order not to survive him, she committed suicide by swallowing her gold coat-buttons, a regal, if an unscientific, method of self-destruction, though he does not conceal from us the fact that others hint darkly at a still more tragic end assisted by her enemies in high place. There are stories of a deep dark well, but that will never be explored. Yet the death of her son was a serious blow to the prestige of the Empress-Dowager and might have crushed a weaker woman, for it undoubtedly deprived her of even a shadow of the position she occupied. But, as our contributor puts it, "Fu-Hsi never was one to recoil before the difficulties of a situation. Having tasted the sweets of power, she was determined to continue the exercise of it, right or wrong." She concluded with an apparently pious desire that "our Government may be administered with integrity and justice and ever advanced in progress and that the people may enjoy the blessings of peace." The Dowager-Empress knew that it was not safe to accept the offer. "Peking" diagnoses the situation correctly. She feels the necessity of throwing dust in men's eyes and hopes by the glamour of this self-denying ordinance to cast a veil over the past and recover in a measure the popularity lost by her late anti-foreign and anti-reform policy.

A NEWSPAPER DANCE.

On the 15th ult. a "Newspaper dance" was given at Shilla-by Mrs. H. S. Harrington at which about 150 guests were present. All who were invited were requested to wear a badge or symbol representing a newspaper of the day, and on arrival each guest was handed a number which was donned by the side of the badge. Cards were also provided on which competitors made lists to the best of their ability of the various newspapers they imagined the dancers represented. As prizes were awarded for those who danced in the most correct list of guesses as well as for the most original badges a good deal of competitive energy was displayed. Some of the designs were decidedly clever.

1. Mrs. Young's *Times of India* was represented by an ancient cannon, gong and mallet.

2. Mrs. Millar's *Civil and Military* by a crossed sword and pen.

3. Mr. Wallace displayed a plain card with a capital "O," which was a subtle design for the *Echo*.

4. A little Chinese baby boy figure was the *China Mail*.

5. A cape surrounded by small watches, the *Cape Times*.

The prizes for those who made the most successful guesses were awarded to Mrs. Walker and Captain Tryce who were, respectively, first and second with 22 and 19 marks.

The French Minister at Peking has informed the Waiwupu that at the French Legation there are some astronomical instruments belonging to the Chinese government which they are asked to receive back by sending men to carry them away. The Waiwupu sent several hundred men and took them over. All these instruments were those lost at the time of the Boxer trouble and now returned by the French Minister.—*Sin Wan Pao*.

Co-day's Advertisement.

FOR KOBE.

THE Steamship

"OCAMPO,"

Captain G. G. Graham, will be despatched for Kobe on the 22nd instant.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
CEBU and ILOILO	"KAIFONG" *	19th August.
MANILA	"TAMING" *	23rd "
SWATOW, CHEFOO and TIENSIN	"KANSU" +	25th "
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"OHANGSHA" *†	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing-Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th August, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th August, 1904.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR**PORTLAND, OREGON,**

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Ebene	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, 1904.
"NUMANTIA"	4,370	"	October 10th, 1904.
"NICOMEDIA"	4,370	Wager	October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Insurance.**HONGKONG-CANTON LINE.**

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1904.

YUK ON S.S. CO., LTD.

WENDT & CO.

Canton Agents.

Hongkong, 24th June, 1904.

[52]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.**REDUCTION IN PASSAGE RATES,**

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ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation, unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904. [519]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" ... 1,309. J. P. MARTIN.

"KWONG TUNG" ... 1,238. H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [519]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG,

1904. About

"LOWTHER CASTLE" ... 20th August.

"ATHOLL" 20th September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 15th August, 1904. [519]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on MONDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 15th August, 1904. [519]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched for the above Ports, on or about WEDNESDAY, the 25th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th August, 1904. [519]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON

THE Company's Steamship

"PUNDUA,"

Captain _____, will be despatched as above, on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 17th August, 1904. [519]

AMERICAN ASIATIC STEAMSHIP COMPANY.

Intimation.
THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

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The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

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(per inch.)

One week	\$ 2.85
One month	7.20
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Three	20.00
Six	37.50
Twelve	73.00

No charge less than one dollar.

Discount allowed on—
3 Months Contracts..... 5 per cent.

6"" 10"

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Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

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Job Printing of all descriptions undertaken.

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All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at—

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OFFICE

Estimates given for all classes of work on application to

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HONGKONG TELEGRAPH CO., LTD.
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For Sale.

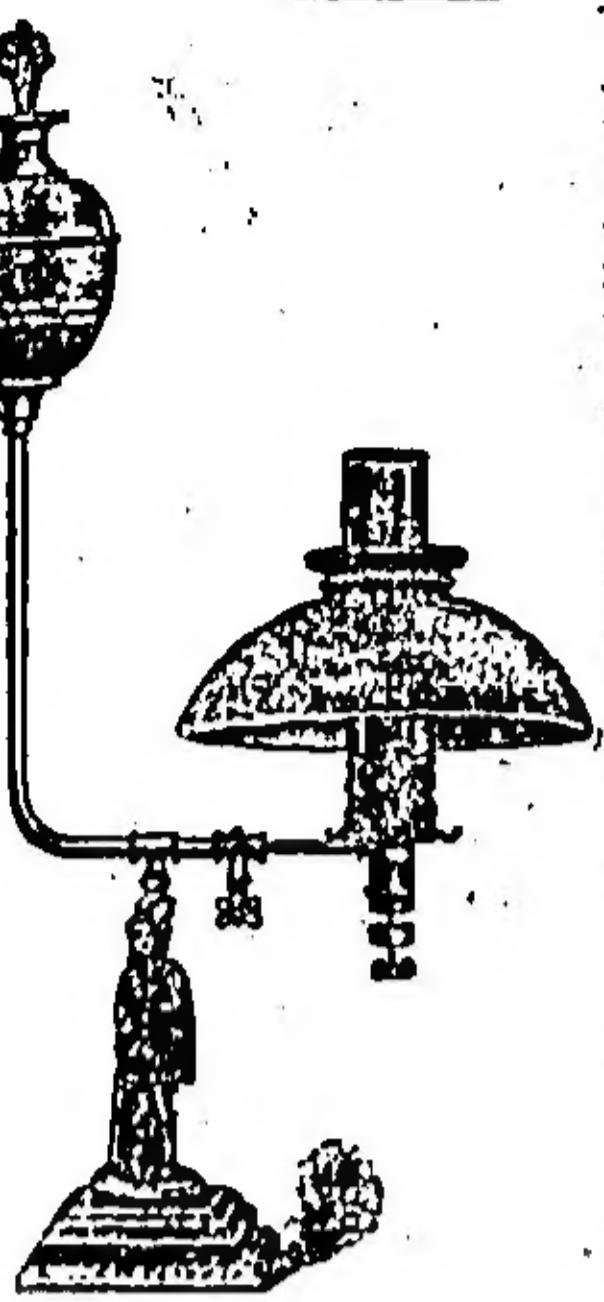
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ONE ICE-MAKING MACHINE with GAS ENGINE complete.
For full Particulars, apply to

HUGHES & HOUGH,
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Hongkong, 27th June, 1904. [760]

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INCANDESCENT MANTLES, CHIMNEYS, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,

Hongkong, 17th November, 1904. [312]

Intimations.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904. [892]

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D. S.,
37, DES VEAUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [488]

Philippines.

Quang Nam, Fr. ss., 710, V. Jean, 17th Aug.,—Saigon 10th Aug., Rice and Gen.—B. & Co.
Austria, Aust. ss., 4,879, R. Colledani, 17th Aug.,—Trieste 27th June, and Singapore 12th Aug., Gen.—S. W. & Co.
Tsintau, Ger. ss., 1,002, O. Koch, 17th Aug.,—Kohsi-chang 10th Aug., Rice—B. & S.
Devawongse, Ger. ss., 1,057, Ch. Kimpel, 10th Aug.,—Bangkok 4th Aug., Rice—B. & S.
Emma Luynker, Ger. ss., 1,160, H. Martens, 28th July,—Singapore 22nd July, Sugar and Nuts.—Chinese.
Empress of India, Br. ss., 3,032, O. P. Marshall, 16th Aug.,—Vancouver 25th June, and Shanghai 13th Aug., Mail and Gen.—C. P. R. Co.
Foo Shing, Br. ss., 1,423, T. Arthur, 14th Aug.,—Moj 8th Aug., Coal.—J. M. & Co.
Hinsang, Br. ss., 1,535, W. E. Sawyer, 9th Aug.,—Saigon 5th Aug., Rice.—J. M. & Co.
Hongkong, Fr. ss., 742, A. Suzoni, 17th Aug.,—Haiphong and Hoichow 16th Aug., Gen.—A. R. M.
Kaifong, Br. ss., 1,244, E. Finlayson, 14th Aug.,—Cebu 10th Aug., Hemp, Sugar and Sapan Wood—B. & S.
Karim, Swed. ss., 697, G. Pettersson, 15th Aug.,—Surabaya 7th Aug., Sugar—S. W. & Co.
Korat, Ger. ss., 1,998, H. Hirbner, 16th Aug.,—Singapore 26th July, and Bangkok 9th Aug., Gen.—M. & Co.
Laerter, Br. ss., 1,341, J. B. Jackson, 13th Aug.,—Saigon 9th Aug., Rice and Meal—W. F. Sing.
Lothian, Br. ss., 3,222, J. C. Williamson, 4th Aug.,—Salina Cruz 3rd June, Ballast—C. C. S. Co.
Ocampo, Br. ss., 1,311, G. G. Graham, 16th Aug.,—Moronan 6th Aug., Coal.—D. & Co., Ltd.
Rubi, Br. ss., 1,611, R. W. Almond, 15th Aug.,—Manila 13th Aug., Gen.—S. T. & Co.
Samien, Ger. ss., 998, F. Richwald, 17th Aug.,—Kohsi-chang (Bangkok) 11th Aug., Rice—M. & Co.
Shanlung, Br. ss., 1,837, J. Manach, 8th Aug.,—Java Port 9th July, Gen.—B. & S.
Sikh, Br. ss., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil—D. & Co., Ltd.
Suisang, Br. ss., 1,776, J. Young, 17th Aug.,—Pekalongan (Java) 6th Aug., Sugar—J. M. & Co.
Taifu, Ger. ss., 1,083, C. Ulberfeldt, 11th Aug.,—Saigon 6th Aug., Rice and Rice-flour—E. A. T. Co.
Wongkoi, Ger. ss., 1,115, F. V. Bruhn, 3rd Aug.,—Bangkok 28th July, Rice and Wood—B. & S.
Yuensang, Br. ss., 1,128, T. M. Meyrick, 13th Aug.,—Manila 10th Aug., Gen.—J. M. & Co.

E. Scott, Capt. A. Thoisen, Misses Brentz, S. Hiraki and A. Wood, Messrs. James Wood, A. Abeden, A. Abrahamson, Battista, Bagusso, Bassand, Bauer, L. D. Die, Francesco Drago, J. H. Fock, J. Fischer, Frese, Fromovick, James Gannon, Giuseppe Gazzola, Eduardo Geronimi, H. Giersch, L. Goetsch, E. M. Hansen, W. C. Hartidge, Huber, Johnson, A. Johns, F. A. Ledeboer, Martin Luigi, R. Martin, P. Meyer, Francesca Minuto, U. Pickenpack, E. Prins, D. J. Ryder, Schad, A. Schulte, A. Slatner, I. Smith, W. Smith, S. Tanaka, Targoni, F. W. Thomas and Zalewsky.

Passengers to depart.—

Per *Borneo*, for London from Hongkong.

Mrs. Perkins and 4 children, Messrs. T. C. Stafford and J. J. B. Lambert. From Shanghai

—Mrs. Grey and 2 children, Mrs. Thompson and infant, Capt. and Mrs. P. C. Petersen, Miss H. M. Furness, Messrs. T. Lamb, H. C. Olsen, J. T. Nielsen, A. Andersen, T. Nielsen, C. Carl森, H. Larsen, C. Patterson, G. Crabbe, G. Brown, A. Blakey and James Kelly. From Kobe—Miss E. Skinner, and Mr. J. Ager.

Shipping Report.

Str. *Idomenus* from Singapore.—Moderate monsoon and sea.

Str. *Hatching* from Swatow.—Fresh W.S.W. to E. wind, and moderate sea.

Str. *Sardpon* from Shanghai.—Strong N.E. wind to N. of Formosa, moderate strong S.W. to S. of Formosa.

Str. *Tsintau* from Bangkok.—Had fresh S.W. monsoon in the Gulf of Siam, and on the coast of Cochinchina moderate sea, from Cape Padavan experienced very light monsoon, sometimes calm, and smooth sea, fair weather all through.

Vessels in Port.

STRANDERS.

Anglo-Australian, Br. ss., 2,811, O. H. Lewis, 11th Aug.,—New York via Singapore 11th June, Case Oil—S. W. & Co.

Change, Br. ss., 2,300, T. Moore, 15th Aug.,—Sydney via Paris 19th July, Gen.—B. & S.

Chowa, Ger. ss., 1,055, T. Spiesen, 12th Aug.,—Kohsi-chang 6th Aug., Rice—B. & S.

Deawongse, Ger. ss., 1,057, Ch. Kimpel, 10th Aug.,—Bangkok 4th Aug., Rice—B. & S.

Emma Luynker, Ger. ss., 1,160, H. Martens, 28th July,—Singapore 22nd July, Sugar and Nuts.—Chinese.

Empress of India, Br. ss., 3,032, O. P. Marshall, 16th Aug.,—Vancouver 25th June, and Shanghai 13th Aug., Mail and Gen.—C. P. R. Co.

Foo Shing, Br. ss., 1,423, T. Arthur, 14th Aug.,—Moj 8th Aug., Coal.—J. M. & Co.

Hinsang, Br. ss., 1,535, W. E. Sawyer, 9th Aug.,—Saigon 5th Aug., Rice.—J. M. & Co.

Hongkong, Fr. ss., 742, A. Suzoni, 17th Aug.,—Haiphong and Hoichow 16th Aug., Gen.—A. R. M.

Kaifong, Br. ss., 1,244, E. Finlayson, 14th Aug.,—Cebu 10th Aug., Hemp, Sugar and Sapan Wood—B. & S.

Karin, Swed. ss., 697, G. Pettersson, 15th Aug.,—Surabaya 7th Aug., Sugar—S. W. & Co.

Korat, Ger. ss., 1,998, H. Hirbner, 16th Aug.,—Singapore 26th July, and Bangkok 9th Aug., Gen.—M. & Co.

Laerter, Br. ss., 1,341, J. B. Jackson, 13th Aug.,—Saigon 9th Aug., Rice and Meal—W. F. Sing.

Lothian, Br. ss., 3,222, J. C. Williamson, 4th Aug.,—Salina Cruz 3rd June, Ballast—C. C. S. Co.

Ocampo, Br. ss., 1,311, G. G. Graham, 16th Aug.,—Moronan 6th Aug., Coal.—D. & Co., Ltd.

Rubi, Br. ss., 1,611, R. W. Almond, 15th Aug.,—Manila 13th Aug., Gen.—S. T. & Co.

Samien, Ger. ss., 998, F. Richwald, 17th Aug.,—Kohsi-chang (Bangkok) 11th Aug., Rice—M. & Co.

Shanlung, Br. ss., 1,837, J. Manach, 8th Aug.,—Java Port 9th July, Gen.—B. & S.

Sikh, Br. ss., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil—D. & Co., Ltd.

Suisang, Br. ss., 1,776, J. Young, 17th Aug.,—Pekalongan (Java) 6th Aug., Sugar—J. M. & Co.

Taifu, Ger. ss., 1,083, C. Ulberfeldt, 11th Aug.,—Saigon 6th Aug., Rice and Rice-flour—E. A. T. Co.

Wongkoi, Ger. ss., 1,115, F. V. Bruhn, 3rd Aug.,—Bangkok 28th July, Rice and Wood—B. & S.

Yuensang, Br. ss., 1,128, T. M. Meyrick, 13th Aug.,—Manila 10th Aug., Gen.—J. M. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,078, J. McBryde, 10th May, New York 10th Dec., 1903, Case Oil—S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnn v., 19th July,—Chefoo 20th June, Ballast—Order.

Evie T. Ray, Am. bg., 918, Karten, 6th Aug.,—Manila 20th June, Timber—Order.

Kentmere, Br. bd., 2,334, Burch, 14th June,—New York 20th Jan., Kerosene—S. C. O.

Sokoto, Br. 4-masted br., 2,103, Wm. Bourke, 1st Aug.,—New York 3rd April, Petroleum—S. C. O.

Trongate, Br. bg., 940, A. Hutton, 28th May,—Freemantle 23rd May, Sandal-wood—Gilmans & Co.

Steamers Expected.

Vessels From Agents Due

Pundua Singapore J. M. & Co Aug. 22

Lightning Singapore D. S. & Co. Aug. 23

Formosa Singapore P. & O. Co Aug. 23

Ernest Simons Singapore M. M. Aug. 24

Tjilatjap Kobe

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. "Armand Bréhier" bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904.

[9]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.(Through Bill of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)**T HE Steamship**

"COROMANDEL,"

Captain G. M. Monford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moldavia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

[4]

NORTHERN PACIFIC LINE.**BOSTON STEAMSHIP COMPANY.****BOSTON TOW-BOAT COMPANY.**Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons	Captains.	Sailing.
Shawmut ...	9,666	W. M. Smith ...	Aug. 21
Tremont ...	9,666	T. W. Garlick ...	Oct. 1
Shawmut ...	9,666	W. M. Smith
Tremont ...	9,666	T. W. Garlick
Lyla ...	4,417	G. V. Williams
Hyades ...	3,753	Geo. Wright

Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,666 [W. M. Smith ...] Aug. 20
Tremont ... 9,666 [T. W. Garlick ...] Sept. 10CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 13th August, 1904.

[12]

Consignees.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.**NOTICE TO CONSIGNEES.****THE Steamship**"GNEISENAU,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock this afternoon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd August, at 9.30 A.M.

All Claims must reach us before the 29th of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 16th August, 1904. [3]

S.S. "MANCHE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Bagdad," from Havre ex s.s. "Baudouin," and from Bordeaux ex s.s. "Ville de Rochefort," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 19th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th August, or they will not be recognized.

All damaged packages will be examined on FRIDAY, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th August, 1904. [9]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.**S U B S C R I P T I O N S.****P A Y A B L E Q U A R T E R L Y I N A D V A N C E .****E X C H A N G E L I N E S : \$25 Per Quarter.****N O C H A R G E F O R I N I T I A L I N S T A L L A T I O N .**

N.B.—A Special Charge is made for Lines of more than average length.

D E S K T E L E P H O N E S

For a small additional annual charge Desk Sets can be supplied.

E L E C T R I C S U P P L I E S .**BATTERIES,****C H E M I C A L S ,****E L E C T R I C M E L L S ,****I N S U L A T O R S ,****S W I T C H E S ,****T E L E P H O N E S ,****W I R E ,**

&c., &c., &c.

S E N D F O R P R I C E L I S T S .**E L E C T R I C B E L L I N S T A L L A T I O N S .**

Estimates given for all kinds of Electrical Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.C.E., Manager.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	82,000	\$125	\$125	{ \$100,000.00 \$60,000 \$50,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22,994 for half-year ending 31st Dec. 1903.	64 %	{ \$65 sales London \$68 \$8 buyers \$10
National Bank of China, Limited	4,750	\$10	\$8	{ \$150,533 \$191,973	\$21,668	\$2 for 1903	54 %	
Do. (Founders)								
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,750,000 \$669,43 \$284,415 \$606,723 \$600,000	\$1,959,926	\$32 for 1902	54 %	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$151,932 \$331,44 \$322,138	Nil.	\$4 for year ended 30.4.1903	64 %	\$63
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 500,000 Tls. 31,850	Tls. 27,1589	Final of £1 making £2 for 1902		Tls. 67
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$700,000 \$37,143	\$186,284	\$12 for 1902	94 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,300,000 \$50,000	\$10,551	\$15 for 1902	74 %	\$110 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,170,518 \$1,000,000	\$371,110	\$32 for 1902	74 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$40	{ \$125,075 \$2,501	\$349,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$600,000 \$157,555	\$16,362	\$14 for first half-year 1904	104 %	\$28 ex div. sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	{ \$205,000 \$100,000	\$5,853	10/- for 1903	5 %	\$115 sales & b.
China and Manila Steamship Company, Limited	30,000	\$50	\$50	{ none \$15,000	Dr. \$63,123</td			